JOINS CHART 14816

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buffalo, NY KEB-98 162.550 MHz (Chan. WX-1)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

NOTE E

PROHIBITED AREA

Do not enter without authorization from the Federal Minister of Transport.

NOTE C

CAUTION

Cables for an Ice Boom are permanently attached to anchors on the lake bottom. They are submerged and not buried. Floating steel pontoons are attached to these cables between December 15 and April 1.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - NEW YORK

UPPER NIAGARA RIVER

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) Depths are referred to the sloping surface of the river when Lake Erie is at elevation 569.2 feet.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.219" northward and 0.799" eastward to agree with this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

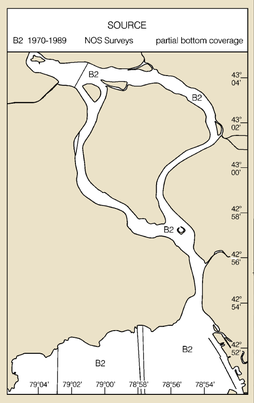
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Ⓟ Pump-out facilities

SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

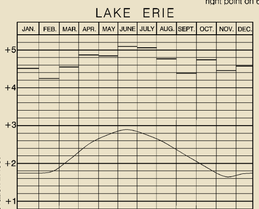
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SCALE 1:30,000
Nautical Miles
Yards
Meters

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

LAKE ERIE



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

BUFFALO HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2015 AND SURVEYS TO JUL 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
BUFFALO HARBOR:								
SOUTH APPROACH	27.2	28.1	27.0	12.1	7-15	1000	2000	30
SOUTH ENTRANCE	23.8	25.4	23.2	18.9	7-15	1200-400	1950	29
INNER HARBOR SOUTH SECTION	12.1	18.1	22.2	9.6	7-15	1100-1600	3900	28
INNER HARBOR MOORING AREA	16.4	17.9	19.3	21.1	7-15	0-900	4200	23
INNER HARBOR MIDDLE SECTION	16.8	21.7	22.4	18.0	7-15	500-1600	11150	27
NORTH ENTRANCE	15.3	24.6	25.2	19.5	7-15	800	3000	25
INNER HARBOR NORTH SECTION	13.3	19.4	20.1	17.8	7-15	1370-1200	4800	23
BUFFALO RIVER ENTRANCE CHANNEL	9.7	20.9	20.9	13.4	10-13	1600-450	4100	23
BLACK ROCK CANAL:								
ENTRANCE CHANNEL	15.0	18.5	17.2	5.4	4-14	1000-450	4860	21
ENTRANCE TO BLACK ROCK LOCKS	2.6	17.3	19.0	6.6	4-14	500-200	18530	21
THENCE TO BUOY 12	11.1	19.6	16.7	9.3	5.8-14	200-400	10330	21
NIAGARA RIVER CHANNEL:								
THENCE TO TONAWANDA HARBOR	17.1	21.2	19.5	6.3	8-14	360-800	29000	21
TO END OF CHANNEL	10.7	12.0	12.0	10.5	8-14	300	33500	12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

For more detail see Chart No. 14833

35th Ed., Mar. / 13

14832

Last Correction: 10/21/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 4215 (10/17/2015), CHS: 0915 (9/25/2015)

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters). If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.